

AMENDMENTS TO THE SPECIFICATION

Please amend the specification as follows:

Page 5, amend the paragraph bridging pages 5 and 6 to read as follows:

The aircraft control system comprises directional flaps able to assure complete control in any direction. In the case of the illustrated example, two diametrically opposite flaps 13 are provided, borne by the lower ducted rotor 2, more specifically by a pair of diametrically opposite radial arms 11 thereof. According to possible variations, two pairs of flaps 13 in crossed arrangement, and also additional directional flaps can be associated to ~~to~~ with the upper ducted rotor 1. As shown schematically in Fig. 8, which illustrates different possible alternative solutions for determining the directionality of the aircraft, the flaps can also be provided below the two rotors 1, 2. In this case, the flaps are positioned at the output of the flow of the rotors 1, 2 and can operate independently from each other or in mutually co-ordinated fashion.

Page 6, amend the second full paragraph to read as follows:

In the case of operation without a pilot aboard, the flaps 13 are controlled by an inertial system housed in the fuselage 13 and set to recognise the movements of the aircraft relative to a reference system. The signals provided by the inertial system drive appropriate actuators, schematically indicated by the block 16, comprising in generally conventional fashion springs, shape memory wires, leverages, gears, etc., which in turn control the flaps and hence the overall motion of the aircraft.

Amendment Under 37 C.F.R. § 1.111
USSN 10/626,704
Attorney Docket Q76659
September 7, 2004

Page 8, please amend the third full paragraph to read as follows:

Transverse flight is achieved, as shown schematically in Figure 9, inclining the axis of the aircraft by an angle ~~in~~on the order of 15° , thus causing the upper rotor 1 to have a significant angle of attack. The angle of attack can be combined with the orientation of the flaps 13 on the upper rotor 1 and possibly on the lower rotor 2 to achieve transverse flight and in case of rapid manoeuvres, for instance to avoid obstacles.